

PERILS OF THE LAKES.

Cast Adrift—Three Barges in a Storm on Lake Huron—Two Crews Supposed to Have Been From the Detroit Free Press, Nov. 2.

Yesterday morning the bark Onocenta arrived down, having on board a woman named Josephine Dean, and a man named Harry Morrison, as survivors of seven or eight persons, who composed the crews of the three ill-fated barges that were cast adrift in a terrible storm off Point aux Barques, Sunday night, at midnight. The story of the survivors flew along the docks with great speed, as an anxiety had been felt for a day to know the fate of the crews, and the two survivors were called on and again to relate their unfortunate adventures. The story of Mrs. Dean is full of suffering and affliction, as she has been made a widow by the terrible storm. It seems that on Friday night last the tug Zouave started for Bay City with six barges heavily laden. Getting down to Port Austin she found the tug Clematis lying there, and the sea was so heavy that she decided to turn over to the Joseph A. Hollon, Mohawk, and the Mills to her charge, coming along with the other three herself. The crew of the Hollon consisted of Captain Robert Forrest, a Canadian, the mate, Harry Morrison, of Algonac; Peter Dean, and the woman Josephine Dean, his wife, and employed on board in the capacity of cook. The gale continued to blow fresher, after the tugs started out, and the Zouave was soon out of sight, the Clematis going along slowly. The sea grew constantly rougher, and the men at the wheel on the barges had to lash themselves fast. The woman retired to bed about 9 o'clock, all anxiety for the safety of the barge being carefully kept from her. About midnight, while it seemed as if the barge would be knocked to pieces, the tugs suddenly appeared, the men heard a shout through the gloomy darkness from the tug, and the three barges were adrift in the lake, utterly at the mercy of the storm king. Captain Forrest was greatly excited over the event, and was utterly incapable of giving or assisting to execute any orders that held out a hope of safety. The barges soon broached in the troughs of the sea, and the crews shouted to each other that there was no hope. They knew that the tug could not put about in that wild sea and pick up the line, and that she would have enough to do to make her own port. The sea soon died down, and the crew of the tugs then started down over her. The deck of the Hollon began to start, and she cut loose from the others, so as not to impair their slight hopes. Thus she drifted off into the gloom, and the shouts of the alarmed crews were soon drowned out by the booming of the storm. In half an hour nearly all the Hollon's deck load was gone, and then the Captain, thinking that she labored less, concluded to cast anchor, having plenty of cable, and hoping that the storm would abate before she should go to pieces. The anchor failed to get holding ground, and the Hollon dragged about two miles before fetching up. During this time waves after waves were over her, and the cabin finally went overboard. The wife had been called up a short time previous, but was too much alarmed to dress, and came on deck in her night clothes, a loose calico dress thrown over them. She was lashed to the rail by her husband, who at length told her that there was no hope, and they crunched down behind the bulwark together, determined that death should not separate them. Dean had been ill with a fever most all summer, and was not very stout, and was so poorly dressed that he continually shook like one in a fit of ague. When the cabin went overboard, the Captain Forrest declared that their fate was sealed, and would not heed Morrison's injunctions to hold on bravely to the last. He threw himself down on the lumber yet remaining, refusing to even pass a lash around his body, and a great wave soon lifted him over the side and carried him off amid the tossing waves to leeward. He met his death without a cry, and made not the slightest resistance. Morrison is a young man in good health and strong nerve, and after the death of the captain he made every effort to cheer up Dean and his wife, telling them that he could see signs of an abatement in the storm, and that the barge would be securely holding at anchor. While neither were without hope, Dean commenced to grow weaker and weaker, and was at times almost insensible from the cold. At daylight the storm had gone down a great deal, and there was every prospect that the barge would hold out. The weather was extremely cold, the three suffering severely, and Dean was almost gone. And yet, seeing how his wife was suffering, the brave man, almost dying then, raised up, pulled off his coat, and made the wife wrap herself in it! This left the man with nothing on but shirt and pants, and he laid his head in her lap, and never moved again until Monday afternoon, when he roused up, said that the storm had gone down, bade his wife good-bye, and dropped off to his death without a groan. The two survivors had nothing to eat from Sunday night until Monday afternoon at 4 o'clock, when the bark was in sight, altered her course, and sent a small boat to take them off, arriving down as stated.

I am willing to take my oath as to the truth of this statement. So incredible did this extraordinary affair seem, that those who saw it several days ago refrained from stating or asserting what they had seen, for fear that not only their veracity but their sanity would be questioned, and it was only until a number of gentlemen of the first respectability had seen and reported the result of their personal observations that credence was attached to the truth of the matter. Like it all together, it is certainly the most astounding and miraculous atmospheric wonder that has ever been witnessed in this part of the world, and will doubtless afford abundant food for thought, research, and observation not only among scientific men, but among all classes. There are so many who vouch for the truth of Mr. Lemoine's statement, and his character for veracity is such, that there can no longer be any doubt of the fact that it has been raining for the past five days on the graves of his kindred.

CHAUCER'S TABARD INN.—Hard by St. Saviour's, in Borough High street, less than five minutes' walk from London Bridge, there may yet be seen some poor remains of what once was the Tabard Inn. You turn from the street into one of those court-yards which in the east of London are so frequent, and find at once that the very name has felt the influence of time. Following in the wake of "The Goat and Compasses"—which once was "God Emcompass"—the "Tabard" has undergone phonetic decay, and is now known as the "Tabot." The claims of history are, however, recognized by an inscription which hangs over the doorway of the "Tabot," announcing the house to be, in spite of its name, the "Ancient Tabard Inn." The whole yard is redolent of dilapidation. Facing one, on entering, there is an interesting block of old buildings, forming part of the left side and bottom of what once was an ample court-yard. This part of the buildings contains not improbably the shell of the corresponding portion of the original inn. The doors of the first floor all open into one of the wide balustraded galleries or verandas so common in the genuine old English hostelry. The rooms that surround this balustraded gallery are at any rate on the site of the very rooms tenanted by the twenty-nine Canterbury Pilgrims on the eve of their immortal pilgrimage; one of them still bears the special name of "Chaucer's Room;" and the gallery, as far as mere look goes, differs, probably, but very little from that scene of the Host's anxious labors when in the morning he acted as "Chanticleer," and went round to rouse each pilgrim from his bed. Quite recent residents can recollect when the coign of the old balustraded gallery was connected with the modern brick mass on the right by an ancient wood work bridge, coeval at least with the oldest portion of the building as it stands. But the bridge is gone; and, unless some rescuing hand is forthcoming, the rest of the building will soon follow. Yet from that courtyard actually rode forth the company that lives and moves forever in Chaucer's poetry, or at any rate, many a company of such the "Canterbury Tales" were the Hecuba's. In the room runs the seamy Princess and her nuns; here the Knight, with the "young Squier" sharing his chamber and waiting dutifully upon his needs; that staid and burly Monk made re-echo and quack with his heavy tread; and here, leaning upon the balustrade-work, the Friar and the Soupman (Summoner or Attorney) had many a sharp passage of arms. The house which was Chaucer's home during the brief two years of sunshine that closed his life stands no longer. But that, at least, needs no monument to preserve its memory. It was rented of the Abbot and Monks of Westminster, which Henry VIII. changed now stands on its site. There, during the summer of 1400, he peacefully met his end, and was taken from what then was the outer shadow of the Abbey to repose forever within its walls. But the "Tabard Inn" is Chaucer's house in a wider sense than any which he for a season inhabited, either at Woodstock, Donnington, or close to Westminster Abbey; and the Tabard Inn is not, as it now stands, a thing creditable to a country that adds to a great history the glory of a supreme literature.—The Echo.

A Woman Claims to have been Shot at—The Pistol Accidentally Discharged. On Saturday night, says the Pittsburgh Commercial of yesterday, between 8 and 9 o'clock, a woman named Jane Y. Chapin was walking along Sixth street, near Penn avenue, when a revolver, which he carried in his pocket, by some means worked its way out and dropped on the sidewalk. The concussion discharged one of the cartridges out of the cylinder, but just what direction it took no one can tell. Immediately in front of the gentleman was a woman, who is a vagrant, and has been before the Mayor on several occasions on charges of that nature. No sooner had the pistol been discharged than she raised the cry that the man had tried to shoot her, and the thoroughfare being crowded one, the police officer on duty conceived it to be his duty to arrest the gentleman. He was taken to the watch-house office, where the sign that the pistol had been discharged, as indicated. He said the character of the neighborhood through which he travelled necessitated the carrying of a weapon, and he also showed conclusively that the pistol had fallen out of his pocket, and that the ball had not passed through the body of the woman, as she had claimed. Thereupon he was released, and the woman informed that if she did not leave she would be locked up for vagrancy. For a time the case promised to be quite sensational in its details.

MILACULOUS PHENOMENON. THE RAIN FALLS FOR FIVE DAYS, IN CLEAR WEATHER, ON A GROUP OF GRAVES, AND NOWHERE ELSE—SOMETHING FOR SAVANTS TO SOLVE. From the Mobile Register, November 3. For several days there have been mysterious and vague rumors of a most remarkable meteorological phenomenon out at the Catholic graveyard on Stone street, above the Three-mile creek. It is asserted by those who they have seen it, that for the last five days a gentle shower has fallen continuously on the lot of the Lemoine family in which are buried Mr. Victor Lemoine and many others of his family. With a view of getting at the facts of this most extraordinary affair, we had last night an interview with Mr. Louis B. Lemoine, employed at Asa Holt's, a son of the deceased Victor Lemoine who died in 1851, who related the following startling particulars:— Having heard that it was reported that he had been buried in the Catholic graveyard on Stone street, above the Three-mile creek, I drove out there last evening to satisfy myself as to its truth. I saw that a column of rain was coming down without ceasing, which although hardly powerful enough to keep the dust from wetting the heads of my article, and at times rained quite hard. The volume of rain fell inside of the enclosure, and nowhere else, as the weather was and has been bright and clear all the time during the five days the rain has been falling on these graves. There are thirteen of my family buried in the lot of ground upon which it has been raining. My mother, brother, and sister visited the spot yesterday and the day before to satisfy themselves about this matter, and declare that they too saw this wonderful phenomenon. It has also been seen by over two hundred persons. I took a friend with me when I visited the spot, who also saw the rain depositing on the graves of the Lemoine family, and the cemetery, told me that the rain had commenced falling in heavy drops about five days ago.

THE LIFE BEYOND. The Strange Suicide of Young Starr in New York. The morning papers publish an account of G. H. Starr's death, styling it a "singular suicide." He was only sixteen years old, and remarkably precocious. It is said, and had a very strong desire to know the mysteries of religion. This became so strong, at last, that he resolved by taking his own life to discover all. Well, it was very natural that he should have done so. Wine and religion prove to much for the brain of man very often, and why should it be regarded as a sign that a child should be overcome by them? He is of a dreamy, speculative turn of mind, is very susceptible, is thrown into the society of persons who delight in advancing wild and improbable theories, tinged with the darkness of skepticism, and being of a tender age and pliant mind, gradually becomes possessed of and imbued with these weird dreams and doubts of the spirit world. While in this state he goes out with a companion of kindred ideas and drinks too freely, becomes for a time insane, and resolves upon setting all doubts at rest by his own life, and "seeing what is beyond." The whole thing is perfectly natural, and it would have been singular only if he had withstood the pressure of the influences surrounding him—wine, idleness, and spiritual philosophy.—N. Y. Express of last evening.

POST-OFFICE ROBBERY. Singular Admittance—Letter-box Billed in Broad. The Washington Star of last evening says:—Yesterday, between the hours of 11 A. M. and 5 P. M., some daring robbers broke the glass of the box of Charles C. Tucker, Esq., claim agent, at the city Post Office delivery window during

the temporary absence of the window clerk, and took the contents (some forty letters) out, and after rifling them, replaced them in the box. Several checks were replaced in the box, with a draft for \$600, which the thief was sharp enough not to take, knowing that payment could be stopped. It is supposed there were also men engaged in this job—one to watch while the other broke the glass. It is not known whether any money was taken, no letter having been returned indicating remittances, but Mr. Tucker thinks it probable there was, he being in daily receipt of money letters from correspondents.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.— COMMERCIAL MONDAY, JUNE 8, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:— East Way Mail Train at 9:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad (line, at Clayton with Pennsylvania Railroad, and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorechester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wisconsin and Potomac Railroad. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Ferryville, and Havre-de-Grace. Connecting at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurston, Linwood, Clayton, Wilmington, Newark, Christown, New Castle, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chase's and Stennis. Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Clayton, Wilmington, Newark, Elton, North East, Havre-de-Grace, Perryman, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11:30 P. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:30 A. M., 2:30, 5:00, and 7:00 P. M. The 9:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington at 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 3:10 A. M. train will not stop between Chester and Philadelphia. The 7:10 P. M. train from Wilmington to Philadelphia, and other accommodation trains Sunday excepted. Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lanokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore General Railroad. From Baltimore to Philadelphia—Leave Baltimore 7:30 A. M., Express; 7:55 A. M., Express; 7:55 P. M., Express; 7:55 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leave Baltimore at 7:30 P. M., stopping at Magnolia, Perryman, Aberdeen, Newark, Newark, Stanton, Newport, Wilmington, Clayton, Linwood, and Philadelphia. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 525 Chesnut street, under Continental Hotel, where also State Rooms and Sleeping Cars may be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. W. F. KENNEY, Gen'l Agent.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 16, 1870. The terms of the contract between the Pennsylvania Central Railroad and the Market Street, which is reached directly by the Market Street cars, the last car connecting with each train leaving at 12:30 A. M. and 1:30 A. M. 15 minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot. The Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT. Mail Train 7:00 A. M. Full Accommodation, 10 A. M. and 12:00 P. M. East Line 11:30 P. M. Erie Express 11:00 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 6:30 P. M. Farkesburg Train 6:30 P. M. Cincinnati Express 8:00 P. M. Erie Mail and Pittsburgh Express 10:30 P. M. Way Passenger Train 11:30 P. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passenger will be carried to Philadelphia at 9 o'clock. Pittsburgh Express, leaving on Saturday night, runs only to Harrisburg. Cincinnati Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 9 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8:45 A. M.; arrives at Harrisburg at 11 A. M.; Sunday Train No. 2 leaves Philadelphia at 9:40 P. M.; arrives at Philadelphia at 6:10 P. M. TRAINS ARRIVE AT DEPOT. Cincinnati Express 8:10 A. M. Philadelphia Express 8:30 A. M. Erie Mail 8:30 A. M. Full Accommodation, west A. M. 8:30 and 8:40 P. M. Farkesburg Train 9:00 A. M. East Line and Buffalo Express 9:45 A. M. Lancaster Train 11:35 A. M. Erie Express 11:45 P. M. Lock Haven and Elmira Express 9:40 P. M. Pacific Express 12:40 P. M. Harrisburg Accommodation 8:40 P. M. For further information apply to JOHN F. VANLEER, Jr., Ticket Agent, No. 901 Chesnut Street, or No. 116 Market Street. SAMUEL H. WALLACE, Ticket Agent, No. 116 Market Street. The Pennsylvania Railroad Company will not assume any risk for baggage, except for Wearing Apparel, and limit their responsibility to one hundred dollars in value. Any baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. 429 General Superintendent, Altoona, Pa. PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD. On and after WEDNESDAY, November 3, 1870. FOR GERMANTOWN. Leave Philadelphia at 7, 7:30, 8:00, 9:10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6:55, 7:30, 8:20, 9:10, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 9:20 and 9:30 down train, and 2:30, 3:30, and 5:30 up trains, will not stop at the Germantown Branch. Leave Philadelphia at 8:45 A. M., 3, 4:05, 7, and 10:45 P. M. Leave Germantown at 8:45 A. M., 1, 3, 5, and 9:45 P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia at 7:10, 8:10, and 12 A. M., 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, and 11:40 A. M., 1:40, 2:40, 3:40, 4:40, 5:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 7:10, 8:10, 9:10, 10:10, 11:10, and 12:10 P. M. Leave Chestnut Hill at 7:10 A. M., 12:40, 4:40, and 9:25 P. M. Passengers taking the 7:10 A. M., 8:10 and 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONGHOUGHOCKEN AND NORRISTOWN. Leave Philadelphia at 6:15, 9, and 11:15 P. M. Leave Norristown at 6:20, 7:15, 8:40, and 11 A. M., 1:35, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. ON SUNDAYS. Leave Philadelphia at 6 A. M., 2:30, 4, and 7:45 P. M. Leave Norristown at 6:10, 7:10, 8:40, and 11 A. M. FOR MANAYUNK. Leave Philadelphia at 6:15, 9, and 11:05 A. M., 1:40, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Manayunk at 6:15, 7:15, 8:10, 9:20, and 11:45 A. M., 1:40, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 P. M. ON SUNDAYS. Leave Philadelphia at 6 A. M., 4, and 7:45 P. M. Leave Manayunk at 6:15, 7:15, 8:10, 9:20, and 11:45 A. M., 1:40, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 6 P. M. Leave Plymouth at 6:15 P. M. The 7:15 A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. Passengers taking the 7:05 A. M., 8:10 and 11 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 5:45 A. M., 12:45 and 8 P. M. trains from New York stop at Intersection Station. W. S. WILSON, General Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALTER STREET WHARF. At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express, Mail, and 2:30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M., for Amboy and intermediate stations. At 8:30 A. M. and 2 P. M. for Farmingdale. At 9:30 A. M., 2 and 3:30 P. M. for Freshkill. At 8 and 10 A. M., 12, M., 2, 3:30, and 5 P. M. for Trenton. At 9:30, 8, and 10 A. M., 12, M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton. At 6:30 and 10 A. M., 12, M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12, M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Philadelphia. The 11:30 P. M. line leaves from Market Street Ferry (upper side). FROM WEST PHILADELPHIA DEPOT. At 7 and 11:30 A. M., 12:45, 2:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7:30 P. M., 9:30, 11:30, and 1:30 P. M. for Teany, Wissinoming, Bridgeburg, and Frankford. At 7:30 A. M., 9:30, 11:30, and 1:30 P. M. for Morrisville and Tullytown. At 7:30 A. M., 9:30, 11:30, and 1:30 P. M. for Schuylkill, Edgington, Cornwells, Torresdale, Holmesburg Junction, Conococheague, Wissinoming, Bridgeburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily, except Sundays excepted. Sunday Lines leave at 9:30 A. M., 6:45 P. M., and 12:30 P. M. FROM KINGSTON DEPOT. At 7:30 A. M., 9:30, and 11:30 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. 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